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should occur. But this is not the author's difficulty. He throws up his hand on error simply because he has no adequate working criterion for it.

In perceptive knowledge those perceptions are better intrinsically which are focal as compared with marginal percepts. But Professor Laird sees that "better" cannot be equated with truer (cf. the Theætetus), since false perceptions are as focal as true ones. In judgmental and inferential knowledge the problem is to remove contradiction from appearances, for "things cannot contradict each other." There is much to be desired here on the meaning of "contradiction" in mere appearances. How can mere presentations as such be in contradiction? Suppose the stick looks crooked and feels straight, what possible contradiction in this as mere presentation, unless one wishes to use the looks of the stick as a means to handling it.

At one or two points hopes are aroused in the reader that some additional light is to be thrown on that Cimmerian region of the relation of subsistential entities to existential things. But so far as I can see, these hopes are disappointed. We are assured that subsistential entities "hold of, apply to, are valid of," etc., existential things. But just what these phrases mean of one presentation as such in relation to another still seems a dark matter. They are left just where Plato left them in the Parmenides. But this is to be said, that Professor Laird is everywhere frankly conscious and vocal of these difficulties.

The limits of this notice forbid more than mere mention of the stimulating discussion of values. If the author should chance to see this notice, and should be oppressed by a sense of the futility of discussion within such limits, I assure him I share this feeling. I wish to say in closing, as I began, that this is a book which makes the reader hope for others from the author.

A. W. Moore.

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ALLIED SHIPPING CONTROL: AN EXPERIMENT IN INTERNATIONAL ADMINISTRATION. By J. A. Salter, C.B. Oxford: Clarendon Press, 1921. Pp. xxiii, 372. Price, 10s. 6d. net.

This book—one of a series of works on the economic and social history of the world war, edited under the auspices of the Carnegie Endowment for International Peace—is an account of the organisation of shipping in Great Britain during the early stages of the war and of the development of that organisation into an international system. At the end of his account, the author—a high executive official, first in the British and then in the International organisation—deduces from his experience certain conclusions about international work. The book therefore has a double interest; the narrative part, which is the first authoritative treatment of the subject, will provide students of history with an exhaustive account of a most important economic factor in the war while specialists in shipping matters will, of course, find additional matter of interest. The chapters on International administration, however, will appeal to a wider public, especially as they break new ground.

We have in the earlier part the story of nothing less than a revolution in economic organisation brought about under war pressure. Government control gradually laid hold of almost all the British merchant fleet and came to use as some of its agents representatives of the very interests involved; the pressure of public necessity made the rigorous control of food supplies possible.

Other countries besides Great Britain had in the first two years of the war organised similar, though less perfect, controls of their merchant fleets. As the war proceeded it became evident to the Allies that national control was insufficient and that an immense saving of tonnage could be effected by co-operation. Thus there came into being the Allied Maritime Transport Council which from November, 1917, onwards co-ordinated the use of a pool of ships consisting of all the merchant shipping of the Allies. The Council only met four times during the war and was composed of ministers engaged upon other important duties; its effective organ was the Allied Maritime Transport Executive, composed of representatives of Great Britain, France, Italy and the United States and their staffs. These representatives, who did the heavy current work of arranging requisitions and distributions, had the further task of harmonising divergent national interests into one common policy during a period when the material in their hands was so inadequate that its wise or unwise use seemed to involve the very life of their countries. The much more difficult task was therefore thrust upon them of adjusting different national points of view. Helped largely by an intricate mechanism which is carefully described and appreciated, it was possible for each one in his double capacity of national representative and international official, to explain to his own government at any given moment the requirements of the international situation, while at the same time supporting in daily conferences with his colleagues the needs of his own country.

The closing chapters on the League of Nations form perhaps the most important part of this book and will also be the most interesting to the general reader. The author after having had all the encouraging and depressing experiences of inter-Allied co-operation has come out of them with certain definite, practical and hopeful proposals for future international work.

The idea of the League of Nations was engendered during the war by idealists who were first despised and then abused. After the Armistice, it was thought to enjoy—under the protection of President Wilson—a precocious success, but it was nearly buried forever by the selfish, unimaginative statecraft of the Paris Conference; since then it has continued to be the object of a campaign of depreciation.

Meanwhile the League survives—settling secondary disputes and doing some of the dirty work of reconstruction.

On the other hand there is being applied with some hope of success a negative test of sincerity—disarmament. But even if the world says "We will try and not fight," there remains the question "Will we co-operate?"

It is to this second problem that Mr. Salter makes his main contribution. For the inter-Allied organisation which he has served during the war had a positive end. Now as General Smuts pointed out shortly after the Armistice, no international organisation can hope to survive which does not aim at continuous, peaceful co-operation as its normal activity. Prevent war and you have done something; organize peace and you have done better still. In this latter task the world suffers under two disadvantages: inexperience and selfishness.

Up to a point sound administrative principles can counteract both. It is a common experience of international workers that they find national prejudices unreal and that they increasingly lose the sense of national distinctiveness. Every responsible government minister and official ought, through the preliminaries of education, through travel, through conferences, if possible through permanent association with his colleagues in other countries, to be permeated by such experience; and this can largely

be brought about by setting in motion administrative mechanism of the kind advocated by Mr. Salter.

It is curious to observe in this narrative how effective cooperation developed through personal contacts and how national representatives came to realise the needs of countries other than their own. It is alarming, however, to realise—and this fact should not be underestimated—how often, when a solution depended on good will and not on insight, the Allies were forced into it by a common sense of danger greater than their individual selfishnesses,—usually described as "interests." Yet here again administrative machinery provided the occasion, if not the motive for compromising the issues. Mr. Salter's theme is that there is less danger of wars, when administrative machinery is so devised that international questions are treated in all but the final stages continuously and by experts, instead of being concentrated in the hands of bargaining Foreign Offices. The field of contact is thus circumscribed by the limits of personal competence and tends to become a field of enquiry; understanding is more likely: national amour-propre becomes less insistent.

Indeed we believe that here he goes to the root of the matter and that the future lies rather with free interchange of opinions between all kinds of public representatives than with the specialised diplomatic intrigues of those who in their hearts still believe in the old pernicious theory of the balance of power while public opinion forces them to do lip-service to another ideal.

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Paris.

Modern Philosophy. By Guido de Ruggiero. Translated by A. Howard Hannay and R. G. Collingwood. New York: The Macmillan Co. Pp. 402.

This "comprehensive treatment of the whole development of philosophy in the last half century" is another volume in the "Library of Philosophy Series" edited by J. H. Muirhead. Equal portions are devoted to German, French, Anglo-American and Italian Philosophy, respectively. Obviously the author assumes that philosophies are nationalistic in character.

It is interesting to discover the author's position through his criticisms of both of the important French schools of to-day: he charges Durkheim with determinism, Bergson with unreflective-